



For Immediate Release

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**CASE ANNOUNCES ITS TECHNOLOGY CHOICES
FOR MEETING TIER 4 EMISSIONS STANDARDS**

RACINE, Wis. (February 25, 2010) – Case Construction Equipment today announced that it is ready to meet the next two phases of emissions requirements. Tier 4 interim standards begin in 2011, and Tier 4 final standards come into effect beginning in 2014. Case is using two distinct technologies, cooled exhaust gas recirculation (CEGR) and selective catalytic reduction (SCR) to address Tier 4 interim standards across its product line, which includes more than 90 equipment models, ranging from 11.3 kW (15.15 hp) to 397 kW (532 horsepower).

The challenge in trying to meet Tier 4 standards—interim and final—is that the CEGR technology that reduces nitrogen oxides (NOx) increases particulate matter (PM) levels, while the SCR technology that reduces PM levels increases NOx levels. In order to meet the ultimate goal of near-zero emissions, an after-treatment exhaust filter system must be part of a CEGR solution, and a diesel exhaust fluid additive must be part of an SCR solution.

Case sees advantages to both technologies depending on engine size and load and also application demands, and it is taking advantage of the tremendous resources available to it as part of the Fiat Group, as well as the strengths of its worldwide strategic partners and suppliers.

(more)

Case has an excellent track record of meeting customer needs for increased productivity, improved fuel efficiency, increased uptime, best-in-class serviceability and operator comfort. And these improvements have been made with an eye toward the environment.

When Case machines meet Tier 4 final standards, they will have achieved a 90-percent reduction in particulate matter and nitrogen oxides, compared to Tier 3.

Benefits of SCR and CEGR

SCR is a cool-running, quiet system that's separate from the main engine function and does not compromise horsepower or torque. It does not interfere with engine performance and, in fact, it actually improves performance. The SCR after-treatment system requires the addition of a diesel exhaust fluid.

CEGR technology provides a user-friendly solution that requires no change in the operation of the machines. It is a system that relies on an exhaust filter system to remove particulate matter from the exhaust. This technology provides excellent durability and low maintenance costs.

Case developed its SCR and CEGR technologies to ensure that customers continue to receive the productivity they expect from their Case equipment while complying with Tier 4 interim and eventually Tier 4 final standards.

Case Construction Equipment sells and supports a full line of construction equipment around the world, including the No. 1 loader/backhoes, articulated trucks, excavators, telescopic handlers, motor graders, wheel loaders, vibratory compaction rollers, crawler dozers, skid steers, compact track loaders and rough-terrain forklifts. Through Case dealers, customers have access to a true professional partner—with world-class equipment and aftermarket support, industry-leading warranties and flexible financing. More information is available at www.casece.com. Case is a division of CNH Global N.V., whose stock is listed at the New York Stock Exchange (NYSE:CNH), which is a majority-owned subsidiary of Fiat S.p.A. (FIA.MI). More information about CNH can be found online at www.cnh.com.

TIER 4 EMISSIONS REGULATIONS

Q&As

These Q&As are for the Case brand.

QUESTIONS

1. What are Tier 4 regulations?

The United States Environmental Protection Agency (EPA) and the European Union have set increasingly stringent emissions targets since 1996, to improve air quality. EPA Tier4 (EU Stage 3 and 4) regulations will be introduced in two phases, beginning in 2011 with Tier 4 interim (EU Stage 3) standards. When Tier 4 final (EU Stage 4) regulations come into effect beginning in 2014, Particulate matter (PM) and nitrogen oxide (NO_x) will be reduced by 90% compared to Tier 3.

2. What is your strategy to meet Tier 4 Interim regulations?

We are ready to meet Tier 4 Interim regulations with a solution that relies on two technologies: Cooled Exhaust Gas Recirculation (CEGR) and Selective Catalytic Reduction (SCR) across our product line. The technology solution is determined for each model in the product line on the basis of the machine's engineering characteristics, application requirements and lowest operating costs.

CASE: In developing this solution, Case is taking advantage of the tremendous resources available to it as part of the Fiat Group, as well as the strengths of its worldwide strategic partners and suppliers. Case has an excellent track record of meeting customer needs for increased productivity, improved fuel efficiency, increased uptime, best-in-class serviceability and operator comfort. And we've made all of these improvements with an eye toward the environment.

3. Why two technologies?

The challenge in meeting Tier 4 standards is that the CEGR technology that reduces NO_x (nitrogen oxides) increases PM (particulate matter) levels, while the SCR technology that reduces PM levels increases NO_x levels. In order to meet the ultimate goal of near-zero emissions, an after-treatment exhaust filter system must be part of a CEGR solution, and a diesel exhaust fluid additive must be part of an SCR solution. We see advantages to both technologies depending on engine size and load, and also application demands.

4. What are the criteria for deciding which technology to apply?

The engine technology solution is determined based on overall cost of ownership for the specific equipment model.

CEGR technology requires an exhaust filter system to reduce particulates levels. SCR technology, on the other hand, requires an additive, Diesel Exhaust Fluid (DEF), to achieve the required reduction in pollutants released by the engine. Depending on each model's engineering characteristics and application requirements, one or the other system will achieve the required emissions levels with the lowest operating costs.

5. What are the benefits of the two technologies?

SCR is a cool-running, quiet system that's separate from the main engine function and does not compromise horsepower or torque. It does not interfere with engine performance and, in fact, it actually improves it. The SCR after-treatment system requires the addition of a diesel exhaust fluid.

CEGR technology provides a user-friendly solution that requires no change in the operation of the machines. It is a system that relies on a diesel particulate filter (DPF) system to remove particulate matter from the exhaust. This technology provides excellent durability and low maintenance costs.

6. Which models will use SCR and which CEGR technology?

Each model will use the technology that achieves the required emissions levels with the lowest operating costs, depending on the machine's engineering characteristics and application requirements. As Tier 4 interim models enter the market, we will indicate which technology they use.

7. Most manufacturers seem to favour one-technology solutions to meeting Tier 4 Interim standards. Why is your solution based on two technologies?

Our priority is to provide our customers with the cost-efficiency and performance they expect from our equipment, and we see advantages to both technologies depending on engine size and load, as well as application demands. We are fortunate in having access to the tremendous resources and experience in CEGR and SCR technologies of our strategic partners, which include FPT—a pioneer in low emission systems—and benefit from the extensive research they have carried out, developing and refining these technologies to achieve low operating costs and high productivity with low emissions at a competitive price. The industry's leading engineers believe all manufacturers will need to use SCR to meet the even more stringent Tier 4 final standards in 2014. Beginning the technology introduction now enables us to focus our R&D investments on developing the next generation of equipment.

8. Where will after-treatment be located, and what will T4 interim engines do to the design of compact equipment?

Fortunately, as an OEM with a global footprint and a long history of technological leadership, we benefit from the tremendous breadth and depth of our equipment design experience and R&D resources. For the end user, this means they will find

that our Tier 4 interim—and final—solutions are built into their equipment. For all of our models our Tier 4 technology solutions are integral to the machine design, so there will be no after-market add-ons or awkward constructions.

9. How will this affect visibility, weight, contractor maintenance?

CASE: As an OEM we are designing our equipment to accommodate the technology required for Tier 4 interim compliance. We are maintaining the same excellent visibility and stable weight-distribution characteristics that customers expect from our equipment.

Ease of serviceability has long been a hallmark of Case equipment. Naturally, our Tier 4 interim solutions will continue to carry that same 'Case DNA.' For instance, with models that use CEGR technology, there is a regular maintenance interval for the DPF filter. As we have designed these models to accommodate the technology, we have made sure the customer has easy access for changing that filter. Likewise, with models that incorporate SCR technology, we have made sure to position the DEF additive fill point for customer convenience.

10. How ready are you for T4 interim?

CASE: Case actually has several compact equipment models that are already Tier 4 interim compliant, and we are fully prepared to comply as the interim standards come into force beginning in 2011.

At Case, our emphasis in product development has been on increasing productivity, improving fuel efficiency, increasing uptime through best-in-class serviceability and improving operator comfort. And we've always done it with an eye toward the environment.

You may remember that Case demonstrated our commitment to the environment when we pioneered the use of biodiesel blends in our equipment. More than that, many of the improvements Case made as we designed equipment to meet prior and current EPA emissions standards both increased fuel efficiency and reduced emissions. We expect to continue that progress as we introduce additional Tier 4 interim-compliant models.

11. What is your strategy to meet Tier 4 Final standards?

We will continue to work with our partners on developing the solution that will guarantee our customers the cost-efficiency and performance they expect of our equipment. The introduction of SCR technology as early in the process as 2011 gives us a competitive advantage, because we have already invested in R&D that will be invaluable in helping us to achieve Tier 4 final requirements. Having similar technology now allows us to keep our research investments focused on developing the next generation of construction equipment that will set new standards in cost-efficiency, productivity and performance.

12. What is Diesel Exhaust Fluid?

It is a solution of urea and de-mineralized water. DEF is a key element of SCR systems that reacts with engine exhaust in the presence of a catalyst, breaking down NO_x into nitrogen and water vapor, which occur naturally in the atmosphere.

13. Is DEF difficult to use?

The DEF tank fill point is easily accessible for refilling, and a warning light indicates when the DEF level is approaching a low level. It is a non-toxic substance, but due to its chemical nature, DEF must be transported and stored like alimentary beverages. DEF has a typical shelf life of 6-12 months. Storage temperature should not fall below -11°C (DEF freezing point) or exceed +30°C, as this would reduce its shelf life.

14. Where can DEF be purchased?

Our dealer network will sell DEF in a variety of container sizes for maximum customer convenience.

15. What is AdBlue and will it be available through your dealer network?

AdBlue, sometimes simply known by the name of its active component, Urea, is a key component of the SCR systems. It is a liquid reducing agent that reacts with engine exhaust in the presence of a catalyst to convert smog-forming nitrogen oxides into harmless nitrogen and water vapor. It is a solution of high purity urea dissolved and suspended within de-mineralized water (32.5% urea and 67.5% water).

CNH is currently working with the Fiat Group Purchasing organization to license the AdBlue trademark. The CNH Parts & Service organization will sell the product through our dealer network.

16. What happens at very low temperatures?

The engine coolant warms the DEF inside the tank, which is designed not to be affected by freezing temperatures. At particularly low temperatures, if the DEF reaches its freezing point of -11°C (12°F), the engine can normally work while the SCR system is de-icing.

17. Can I use biodiesel with an SCR system?

You can continue to use biodiesel following our application guidelines for Tier 3 equipment.

18. Do SCR and CEGR systems require a specific oil?

With an SCR system there is no change in the oil used. In a CEGR system, a low ash lube oil is required for the DPF; oil changes may need to be more frequent or larger engine sumps may be required due to the higher levels of PM in the engine.